



Subject: Amendment No. 8 to the
Official Plan for the City of
Vaughan

File No.: OPA 8
Date of this notice: May 8, 2015
Last date of appeal: May 28, 2015

NOTICE OF DECISION

The Regional Municipality of York is assigned as the approval authority for this Official Plan Amendment. This notice of decision is given in accordance with Section 17(35) of the *Planning Act R.S.O. 1990, cP.13*, as amended (herein referred to as the "*Planning Act*") on behalf of Regional Council under authority of By-law No. 2011-67. The decision of The Regional Municipality of York is to **MODIFY and APPROVE, with one deferral**, Amendment No. 8 to the Official Plan for the City of Vaughan.

Purpose and effect of this Amendment:

Official Plan Amendment (OPA) No. 8 to the Official Plan for the City of Vaughan (2010), represents a new secondary plan for the Concord GO Centre area (see attached - Key Map). The purpose of this amendment is to provide a vision, policies and land use directions to guide growth and development in the Concord GO Centre area to 2031. This Secondary Plan is intended to accommodate between 4,000 to 8,000 people and 8,000 to 10,000 jobs.

Proposed modifications

York Region proposes to approve Amendment No. 8 to the Official Plan of the City of Vaughan with modifications, appended hereto as Attachment 1 - York Region Modifications.

Proposed Deferral to this Amendment

On April 23, 2015, Regional Council adopted, with amendments, the recommendations of Clause 10 in Report No. 7 of the Committee of the Whole, including the following deferral:

That the final land use designations and policies for the lands east of Bowes Road and west of the rail corridor in the general vicinity of Oster Lane south to Highway 7, together with the lands east of the rail line in Area 5 at the southern end of Ortona Lane in the general vicinity of the Proposed New Road Link (i.e. potential Ortona Lane extension) east to the Natural Areas and south to Area 1, be deferred to allow discussion with the owners, York Region, affected agencies and Metrolinx on proceeding with a Mobility Hub Study to implement the provisions of Policy 8.2 of the Secondary Plan for the purposes of realizing a GO Rail Station and securing the necessary infrastructure improvements.

That in the interim, these lands east of Bowes Road and west of the rail corridor in the general vicinity of Oster Lane south to Highway 7, together with the lands east of the rail line, in Area 5, at the southern end of Ortona Lane in the general vicinity of the Proposed New Road Link (i.e. potential Ortona Lane extension) east

to the Natural Areas and south to Area 1, shown on Schedules B, C, D and E, be considered as part of a Secondary Plan level Mobility Hub Study, which will include consideration of mixed-use residential, commercial and employment uses consistent with the Metrolinx Mobility Hub Guidelines.

That such Mobility Hub Study take place concurrently with the Comprehensive Transportation Study required by the Secondary Plan to inform final land use designations and policies for lands west of the rail corridor and north of Highway 7, at the earliest opportunity.

The lands subject to the deferral are shown as “Deferral Area A” and “Deferral Area B” on revised schedules “B”, “C” and “E” to OPA 8.

Other applications affecting the subject lands:

Official Plan Amendment Application: OP.07.013

Zoning By-law Amendment Application: Z.07.052

For additional information:

A copy of this Official Plan Amendment as well as background information and the details of the decision will be available for inspection at the York Region Planning and Economic Development Branch, Corporate Services Department (see address and telephone numbers at the end of this notice) from 8:30 am to 4:30 pm on regular business days. Please refer to the subject information and the File Number listed at the top of this notice. For further assistance, please contact Josh Reis, Senior Planner, at extension 71515 or josh.reis@york.ca. A copy of the decision has also been supplied to the City of Vaughan Municipal Clerk and Planning Department.

When the decision will become final:

The decision of The Regional Municipality of York is final if a notice of appeal is not received before or on the last day for filing a notice of appeal.

Who may appeal:

As per Section 17(36) of the *Planning Act*, as amended, only the Minister, the applicant, and a person or public body who, before the plan was adopted, made oral submissions at a public meeting or written submissions to the council, may appeal the decision of the approval authority.

As per Section 8 of Ontario Regulation 543/06, only individuals, corporations, or public bodies may appeal a decision of the approval authority to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

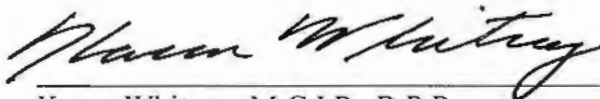
No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

When and how you may appeal:

If you have objections to the decision, you may appeal all or part of the decision to the Ontario Municipal Board within 20 days after the date of this notice. Your notice of appeal, referring to the Subject information and File Number at the top of this notice, must be received in writing at the address at the end of this notice no later than 4:30 pm on the last date of appeal shown at the top of this notice. The notice of appeal must:

- 1) be filed with the approval authority,
- 2) set out the specific part of the proposed official plan or plan amendment to which the appeal applies,
- 3) set out the reasons for the appeal, and
- 4) be accompanied by the fee required by the Ontario Municipal Board (currently \$125.00 payable to the Minister of Finance for Ontario) and a fee of \$490.00 payable to The Regional Municipality of York for preparing the record to be submitted to the Board.

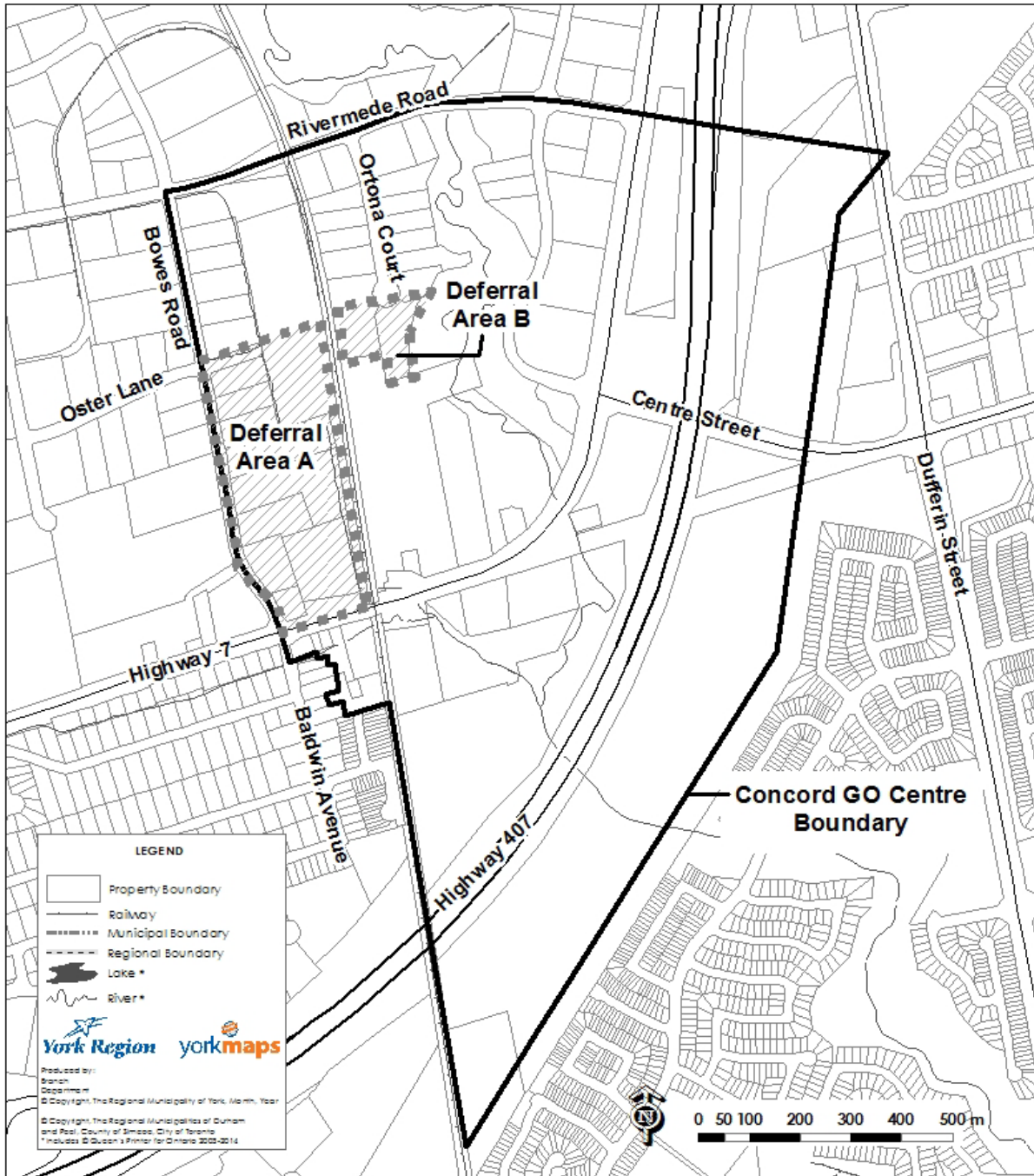
Director, Community Planning and Development Services
Planning and Economic Development Branch
Corporate Services Department
York Region Administrative Centre
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1
Telephone: (905) 830-4444
1-877-GO4-YORK (1-877-464-9675)
Facsimile: (905) 895-1513



Karen Whitney, M.C.I.P., R.P.P.
Director, Community Planning and Development Services

Dated May 8, 2015

Key Map



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York Region Modifications

Black Bold Text = Additions

~~Red Strikethrough Text~~ = Deletions

1. Delete reference to “Mid-Rise Mixed-Use” and the “Parkway Belt West Lands” designations within Part A: Preamble, Section 6, on page 12 and add “Inter-Urban Transit”, as follows:

As established by VOP 2010, the Secondary Plan area consists of a mix of land use designations:

- Low-Rise Mixed-Use
 - High-Rise Mixed-Use
 - ~~Mid-Rise Mixed Use~~
 - Employment Commercial Mixed-Use
 - General Employment
 - Prestige Employment
 - Natural Areas
 - ~~Parkway Belt West Lands~~
 - **Inter Urban Transit**
2. Delete reference to “Mid-Rise Mixed-Use” designation and “Parkway Belt West Plan (including Road and Buffer Area + Inter urban Transit)” in Section 3.0 Preamble and add “Inter-Urban Transit”, as follows:

The land use designations identified on Schedule B implement the vision for the Concord GO Centre as a diverse, mixed-use area that will accommodate a broad range of land uses. The following land use designations apply within the Concord GO Centre:

1 Low-Rise Mixed-Use

~~2 Mid-Rise Mixed-Use~~

~~3~~ **2** High-Rise Mixed-Use

~~4~~**3** Employment Commercial Mixed-Use

~~5~~**4** General Employment

~~6-5~~ Prestige Employment

~~7-6~~ Natural Area

~~8-7~~ Floodplain Area

~~9-8~~ Open Space Area

~~10 Parkway Belt West Plan (including Road and Buffer Area + Inter-Urban Transit)~~

9 Inter Urban Transit

3. Delete reference to “Schedule D” in Policy 3.1.14 and replace it with “Schedule E”, as follows:

Development along Highway 7, a Regional Intensification Corridor and a future rapid transit line identified on Schedule ~~D~~**E** of this Plan, development adjacent to the future potential mobility hub, shall have regard to the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines through the development approvals process.

4. Delete Policy 3.1.16 in its entirety

~~3.1.16 The Ministry of Transportation intends to submit a comprehensive Parkway Belt West Plan amendment in the near future. The purpose of this amendment is to align the Inter Urban Transit designation in the Parkway Belt West Plan with the approved Route Planning and Preliminary Design for the 407 Transitway EA. Any areas subject to this amendment will be brought under the jurisdiction of the Parkway Belt West Plan and providing for their re-designation to Inter-Urban Transit or other Parkway Belt West designation, . Upon approval of the Parkway Belt West Plan amendment, this plan will be modified accordingly without further amendment.~~

5. Replace Section “3.3. Mid-Rise Mixed-Use” renumbering Section 3.4 “High Rise Mixed Use” as Section 3.3 and add new Section 3.4 “Inter Urban Transit”

~~3.3 Mid-Rise Mixed-Use~~

~~3.3.1 The Mid-Rise Mixed Use designation corresponds to the lands located south of Highway 7 and east of the Barrie GO Rail Line, identified as Area 3 on “Schedule A: Study Area Boundary”.~~

~~3.3.2 Redevelopment of these Mid-Rise Mixed Use lands in accordance with the polices of this designation will not be permitted until the conditions set out in Policy 3.1.10 are fulfilled regarding the confirmation of the availability of sufficient lands for development purposes and for safe access to the site.~~

~~3.3.3 In addition to the uses permitted under 9.2.2.4(b) of the VOP 2010 the following uses shall be permitted: transit related infrastructure and facilities, including parking.~~

~~3.3.4 The Mid-Rise Mixed-Use designation permits all building types under 9.2.2.4(e) and 9.2.2.4(f) of the VOP 2010.~~

~~3.3.5 The Ministry of Transportation intends to submit a comprehensive Parkway Belt West Plan amendment in the near future. The purpose of this amendment is to align the Inter-Urban Transit designation in the Parkway Belt West Plan with the approved Route Planning and Preliminary Design for the 407 Transitway EA. As Area 3 has been identified as a required part of the 407 Transitway facilities, it will be subject to this amendment which will bring it under the jurisdiction of the Parkway Belt West Plan and provide for its redesignation to Inter-Urban Transit. Upon approval of the Parkway Belt West Plan amendment, this plan will be modified accordingly without further amendment.~~

3.4 Inter-Urban Transit

3.4.1 The Inter-Urban Transit designation corresponds to the lands located south of Highway 7 and east of the Barrie GO Rail Line, Areas 3 and 6, as shown on Schedule 'A': Study Area Boundary. This area is intended to provide for transit infrastructure and facilities related to the 407 Transitway.

3.4.2 The following uses shall be permitted within the Inter-Urban Transit designation: transit related infrastructure and facilities including parking.

3.4.3 The boundaries and policies of the Parkway Belt West Plan as amended, take precedence over the designations shown on Schedule 'B': Land Use. Where the Parkway Belt West Plan is amended to add additional lands, the boundaries and policies of the Parkway Belt West Plan will apply without amendment to this plan.

6. That Policy 8.3.6 a) be revised as follows:

Phase 1 of development includes Areas 2 and 4 as shown on Schedule A. Development applications within these areas shall be supported by comprehensive transportation studies, satisfactory to the City and York Region, which will confirm among other things, the impact on the local and Regional road network, access locations and designs and any required mitigation, such as Transportation Demand Management measures. **Outcomes will be reflected in the implementing development applications, including a Development Concept Report if**

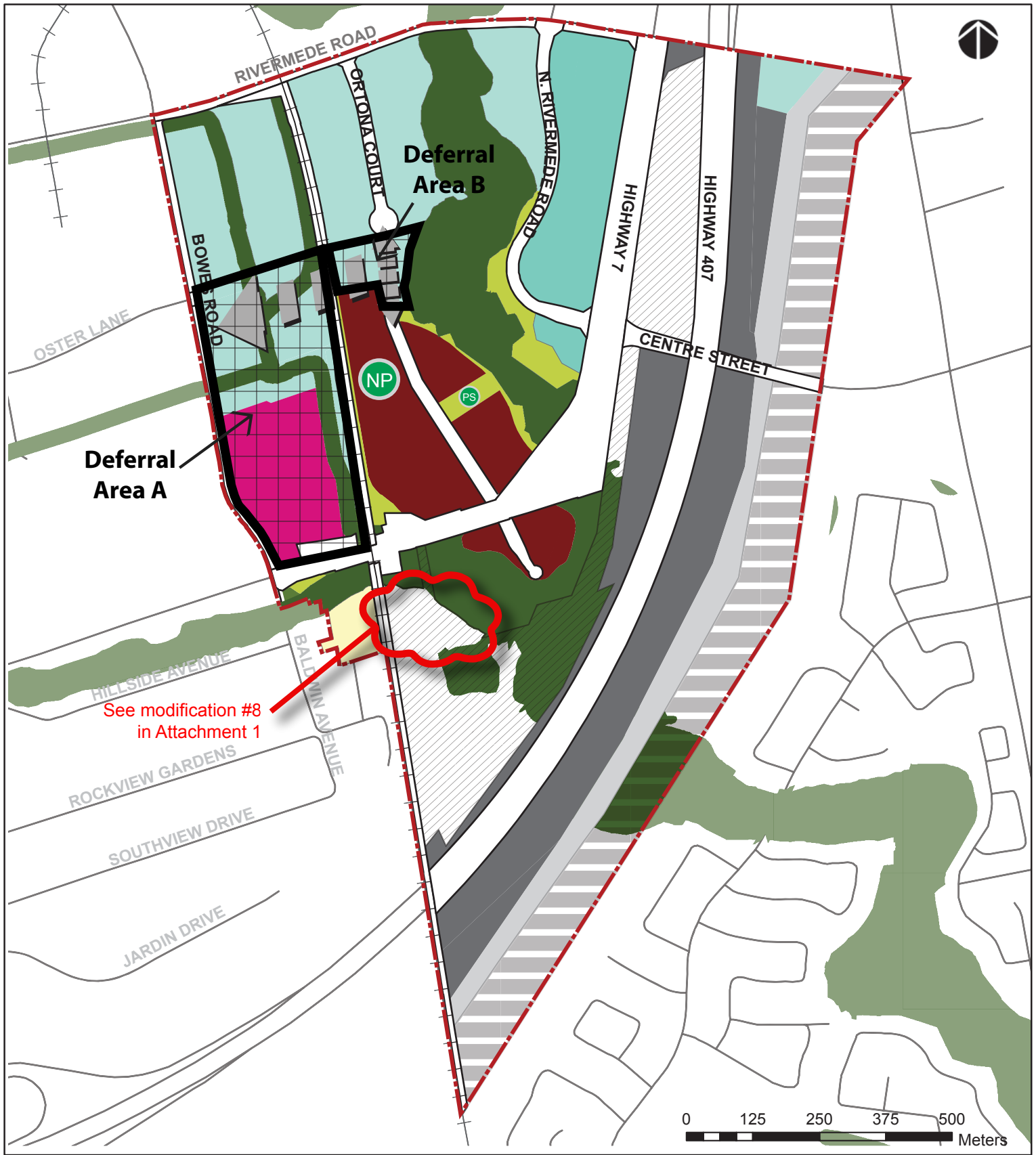
required. Should the need for partial or staged development be identified within in Areas 2 and 4 during Phase 1, then this will be reflected in the Development Concept Report and secured with the use of the Holding Zone symbol provisions of the Planning Act or other measure satisfactory to the City and York Region.







7. That a new Policy 8.3.6 d) be inserted, as follows, and that the existing policies d) and e) be lettered e) and f) accordingly.

Any proposed increase in density beyond that shown on Schedule C – Height and Density, being 3.5 FSI for Area 2 and 1.8 FSI for Area 4, will trigger the requirement for the Comprehensive Transportation Study for the Secondary Plan area.

8. That Schedules 'B', 'C' and 'E' be revised to reflect the limits of the approved EA for the 407 Transitway. These lands (Areas 3 and 6) shall be designated as "Inter-Urban Transit".
9. That the references to the Parkway Belt West Plan on all schedules be removed.

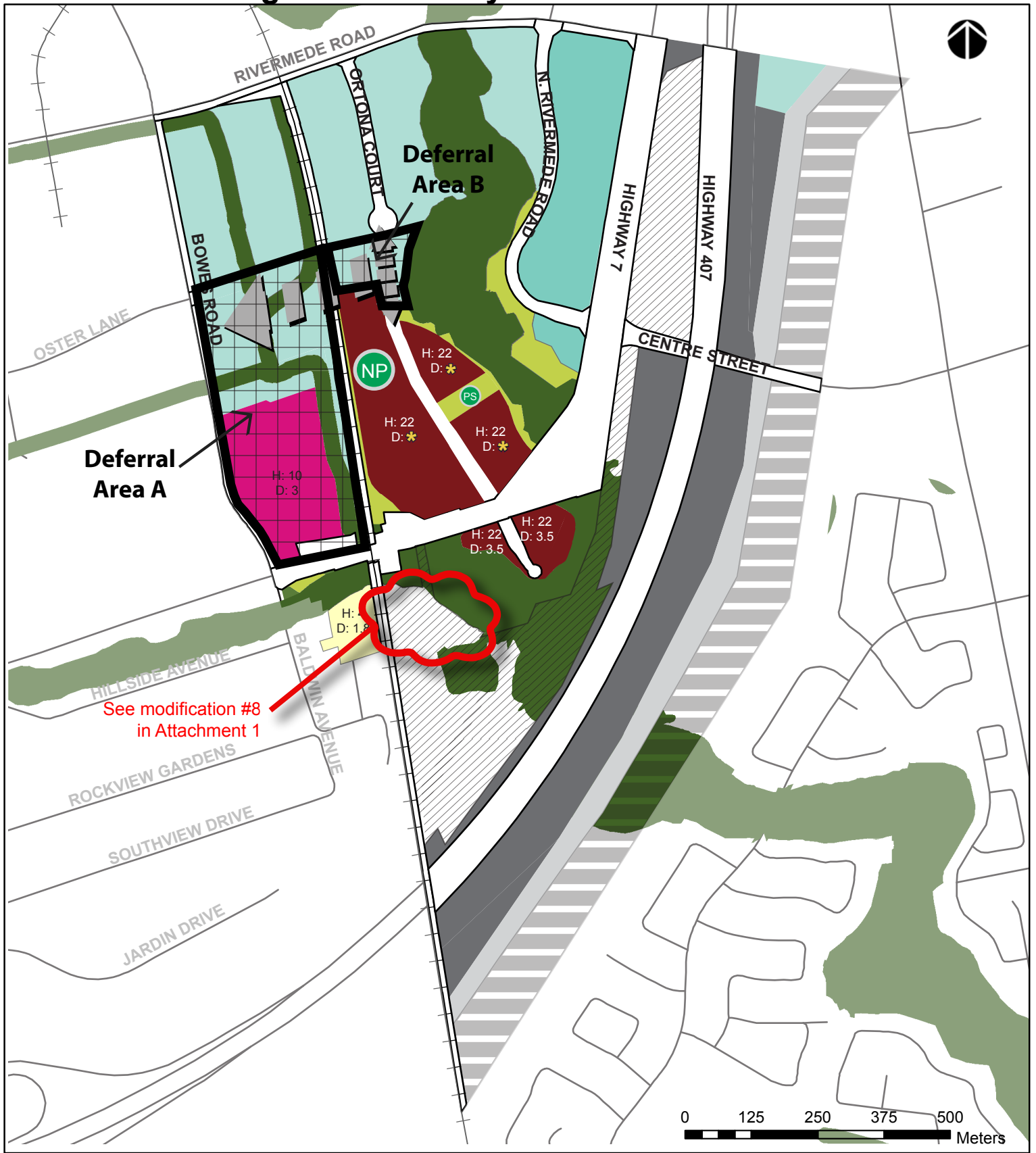
Schedule B - Land Use



- | | | |
|--|---|---|
|  Concord GO Centre Boundary |  General Employment |  Inter-Urban Transit
(Refer to Policy 3.3) <i>(Subject to the Parkway Belt West Plan)</i> |
|  Low-Rise Mixed Use |  Prestige Employment |  Road and Buffer Area
<i>(Subject to the Parkway Belt West Plan)</i> |
|  <i>Mid-Rise Mixed-Use</i>
<i>(Refer to Policy 3.3)</i> |  Open Space |  Utility |
|  High-Rise Mixed Use |  Natural Area
(Subject to Change) |  Electric Power Facility |
|  Employment Commercial Mixed-Use |  Neighbourhood Park |  Proposed New Road Link (Conceptual) |
| |  Public Square | |

Concord GO Centre Secondary Plan
Schedule C - Height and Density

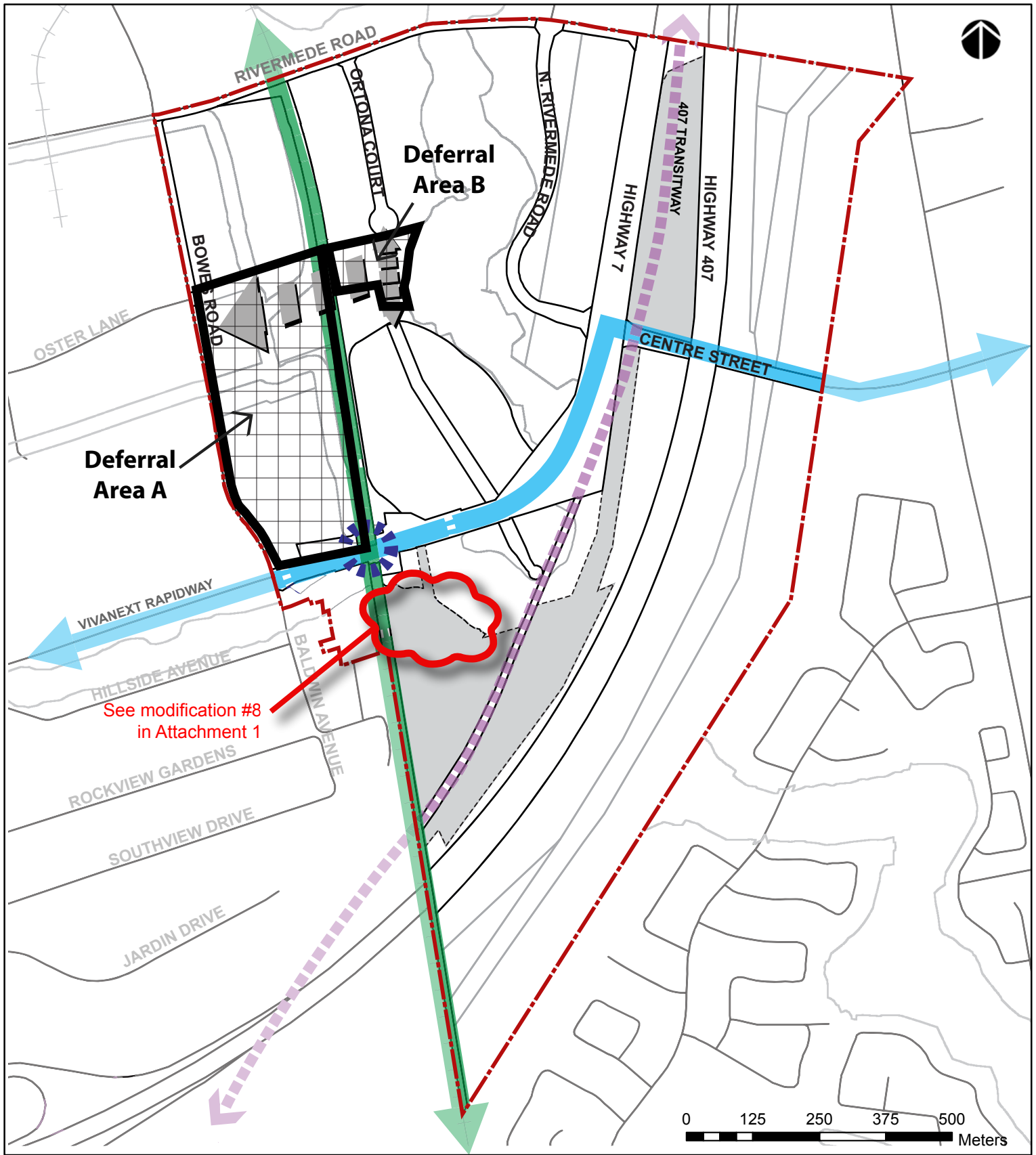
June 2014











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|---|---|---|
| Concord GO Centre Boundary | General Employment | Inter-Urban Transit
<i>(Subject to the Parkway Belt West Plan)</i> (Refer to Policy 3.3) |
| Low-Rise Mixed Use | Prestige Employment | Road and Buffer Area
<i>(Subject to the Parkway Belt West Plan)</i> |
| Mid-Rise Mixed Use
<i>(Refer to Policy 3.3)</i> | Open Spaces | Utility |
| High-Rise Mixed Use | Natural Areas
<i>(Subject to Change)</i> | Electric Power Facility |
| Employment Commercial Mixed-Use | Subject to policies 3.4 and 8.3.6 | Proposed New Road Link (Conceptual) |
| Public Square | | Neighbourhood Park |

Concord GO Centre Secondary Plan
Schedule E - Transit Network

June 2014



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|--|--------------------------------|---|---|---|--|
|  | Concord GO Centre Boundary |  | 407 Transitway Alignment
(Approved Transitway EA) |  | Potential Mobility Hub
(could include integrated transit facilities such as transit stops, parking areas and pedestrian connection enhancements.) |
|  | VivaNext Rapidway/YRT Route 77 |  | Railway |  | Proposed New Road Link (Conceptual) |
|  | GO Transit |  | Inter-Urban Transit
<i>(Subject to the Parkway-Belt-West Plan)
(Refer to Policy 3.3)</i> | | |